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Patent Claims

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1. A method for power optimization in a vehicle/train, using time reserves which are included when planning a schedule, wherein in order to achieve a power-saving travel mode with the aid of an optimization algorithm, the presence of a number of completely or partially autonomous drive systems is taken into account, the separate functions of efficiency or power loss of each drive system being taken into consideration.
 2. The method as claimed in claim 1, wherein the separate functions of efficiency or power loss of the individual drive systems are combined during preprocessing to form an overall function of the efficiency or power loss of the vehicle/train.
 3. The method as claimed in claim 1, wherein the separate functions of efficiency or power loss of the individual drive systems are combined to form a representative function of the efficiency or power loss of the drive system and are taken into account together with the number of autonomous drive systems currently used.
 4. The method as claimed in claim 1, wherein, for each drive system, a separate function of efficiency or power loss, and the binary state information ON or OFF of each drive system, are taken into account.
 5. The method as claimed in one of claims 1 to 4, wherein when autonomous drive systems are being selected, boundary conditions such as tractive and braking forces to be expected and/or adhesion coefficients and/or temperature and/or influences in the drive dynamics are taken into account.